

## POETRY.

### IF WE KNEW.

If we knew the cares and crosses  
Crowding round our neighbor's way;  
If we knew the little losses  
Society grieves day by day;  
Would we then so often chide him  
For his lack of thrift and gain—  
Leaving on his heart a shadow,  
Leaving on our lives a stain?

If we knew the clouds above us,  
Held by gentle blessings there,  
Would we turn away all trembling  
In our blind and weak despair?  
Would we shrink from little shadows,  
Lying on the dewy grass,  
While the only birds of Eden,  
Just in mercy fly past?

If we knew the silent story,  
Quivering through the heart of pain,  
Would our womanhood dare doom them  
Back to haunts of guilt again?  
Life hath many a tangled crossing,  
Joy hath many a break of woe,  
And the cheeks, tear-washed, are whiter;  
This the blessed angel knew.

Let us reach into our bosoms  
For a key to other lives,  
And with love toward erring nature,  
Church good that still survives,  
So that when our diabolical spirits  
Soar to realms of light again,  
We may say, dear Father, judge us  
As we judge our fellow men.

From the Cincinnati Gazette.

### Railroad Correspondence.

CHARLESTON, June 30, 1860.

The principal road leading out from Charleston is the South Carolina Railroad; and this is the prominent railroad in the State. The main track runs west to Augusta, 137 miles, where it connects with the Georgia roads. A branch leads off at Branchville, 62 miles from Charleston, and runs north 68 miles to Columbia, connecting with the Charlotte Railroad, and with the railroad to Greenville. A branch also leads off from the Columbia branch at Kingsville, and runs east 38 miles to Camden.

This is a well-conducted road, as are most of the Carolina roads; the speed of trains is about fourteen miles an hour, which is about the average speed on the railroads of this section of the South, excepting the morning express train to the West; that train makes nineteen miles an hour. The road-bed is firm, hard and clean, and trains might be run at a high speed, but no one is in a hurry, and there is less danger and less expense in running slow. The trains run to accommodate the passengers, but the passengers never run to accommodate the trains. People get on and off anywhere between stations. A man comes out of the woods, waves his handkerchief, and the train stops, backs up, and he is taken aboard. There is time enough, and what the hell is there of getting in a sweat? Sure enough, what is the use?

This is the oldest railroad of any length in this country; it was commenced in 1828, and was built and equipped—a portion of it at least—before 1830; it was completed to Hamburg, 136 miles, in 1832, and was then the longest railroad in the world. This is the first railroad that introduced steam as a propelling power, though there is a dispute between the South Carolina Railroad, and the Liverpool and Manchester Railroad, which is less than 70 miles long, about the first use of steam.

At the time when the South Carolina Railroad was projected, it was considered an experiment, and a charter could not be obtained for a railroad to be worked by steam; but a charter was finally passed through the Legislature for "A Railroad or Canal from Charleston to Hamburg, on the Savannah river, to be worked by mules," which was amended by inserting "steam or mules," but not without some of the richest legislators debating on record. One of the enthusiastic advocates of the road said "the railroad could be built and worked by steam; and that it would carry, when completed, an average of ten passengers a day." Whereupon a motion was made and seconded to send him to the Insane Asylum, then just completed. A few leading men, some half dozen in number, carried out their project and built the railroad, and they are entitled to the eternal gratitude of this universal Yankee nation for taking the lead in an enterprise that has resulted in such incalculable benefits.

The South Carolina Railroad and its branches are 242 miles long, and cost over \$8,000,000, which has, however, been reduced by earnings to \$7,000,000. But it was built when it was not known how to construct a railroad cheaply. It cost double what it would to build and equip it now, and yet this has been a paying road for the last twenty years. It pays a net income of over ten per cent, and its stock cannot be bought for fifteen per cent. premium.

The South Carolina Railroad runs through the poorest places in the State, but it has some great advantages—advantages that no other road in this State ever can have. It reaches the most important points, and connects with the most important roads. Its charter is a liberal one. The Legislature granted at length all that the company asked for in their charter. One of the provisions of its charter is, that no other road shall ever be built running parallel within thirty miles of it.

The cost of constructing a railroad in the southern half of this State is probably less than any place in the Union, unless it be Florida. The grading, ties and timber are items of comparative small amount; and yet, only two roads in the State, the South Carolina and the Charlotte & South Carolina railroads, both of which are partially controlled by the same company, have ever declared a dividend, but the railroad business is improving, and most of the roads will eventually pay.

The Charleston & Savannah Railroad, connecting Charleston and Savannah, is 113 miles long. It was completed about 100 miles to the Savannah river last April. It strikes the river 13 miles above Savannah, and passengers on this road are, at the present time, conveyed between this point and Savannah by steamboat. The road will be finished on the other side of the river, down to Savannah, in August, and the bridge in February next. This road will, when completed, cost about \$2,000,000. It will be the first railroad in this State built exclusively by private labor.

A few railroad items have been furnished us by Col. John Caldwell, President of the South Carolina Railroad. He is as much the railroad King of this State as Erastus Corning is of New York. There are in the State of South Carolina 879 miles of railroad now in operation, which have been built and equipped at a cost of \$18,650,000.

The North-Eastern Railroad, running from Charleston to Florence, was completed in 1857. It is 108 miles long, and cost \$1,600,000.

The Greenville Railroad, running from Columbia to Greenville, 143 miles, with a branch from Cokesbury to Abbeville, 11 miles, and a branch from Belton to Anderson, 9 miles. This road was completed in 1854. Capital stock, \$1,420,000. Cost of construction and equipment, \$2,800,000. This road has never paid a dividend, but is improving; most of its construction has been from earnings.

The Wilmington and Manchester Railroad, running from Kingsville to Wilmington, in North Carolina, is 171 miles long, about one-half of which is in North Carolina, was completed in 1854, and cost \$2,500,000.

The Charlotte & South Carolina Railroad, running from Columbia to Charlotte, 108 miles, was completed in 1852, and cost \$2,000,000.

The Cheraw & Darlington Railroad, connecting Florence and Cheraw, is 40 miles long. This road was completed in 1855, and cost \$2,600,000.

The King's Mountain Railroad, running from Chesterville to Yorkville, 32 miles, was completed in 1853, and it cost \$221,000.

T. H. U.

The main facts of the above letter are true, but there is one error as to dividends: the South Carolina Railroad. Dividends equal to 10 per cent. have rarely been declared, and certainly not prior to 1849.

The writer should not have omitted the Spartanburg and Union Railroad, joining the Greenville road at Alston, and extending to Spartanburg C. H.—a distance of 60 miles; built at a cost of about \$1,300,000.

### The "Ground of Death."

Bladensburg, Ky., the celebrated duelling ground, is thus described by a correspondent. The place, so noted for its polite and refined manners, is about five miles from the city, fresh and handsome, in full liveliness of green, adorned with flowers, and should blush in its beauty for the scenes it had witnessed. Here, in a beautiful little grass plat, surrounded by trees, forms, made after the image of God, come to insult Nature and defy Heaven. In 1814 Edward Hopkins was killed here in a duel. This seems to have been the first of these fashionable murders on this duelling ground.

In 1819, A. T. Mason, a United States Senator from Virginia, fought with his sister's husband, John McCarty, here. McCarty was averse to fighting, and thought there was no necessity for it; but Mason would fight. McCarty named muskets, loaded with grape shot, and so near together that they would hit heads if they fell on their faces. This was changed by the seconds to loading with bullets, and taking twelve feet as the distance. Mason was killed instantly, and McCarty, who had his collar bone broken, still lives with Mason's sister in Georgetown. His hair turned white so soon after the fight as to cause much comment. He has since been solicited to meet as a second in a duel, but refused, in accordance with a pledge he made to his wife soon after killing her brother.

In 1820, Commodore Decatur was killed in a duel here by Commodore Bares. At the first fire both fell forward, with their heads within ten feet of each other, and each supposed himself mortally wounded, each fully and freely forgave the other, still lying on the ground. Decatur expired immediately, but Baron eventually recovered.

In 1821, two strangers, named Lega and Segal, appeared here, fought, and Segal was instantly killed. The neighbors only learned this much of their names from the marks on their gloves left on the ground. Lega was not hurt.

In 1822, Midshipman Locke was killed here by a clerk of the Treasury Department, named Gibson. The latter was not hurt.

In 1826, Henry Clay fought (his second duel) with John Randolph, just across the Potomac.

In 1832, Martin was killed by Carr. Their first names are not remembered. They were from the South.

In 1833, Mr. Key, son of Frank Key, and brother of Barton Key, of Sickeys notoriety, met Mr. Sherborn and exchanged a shot, when Sherborn said:

"Mr. Key, I have no desire to kill you."

"No matter," said Key, "I came to kill you."

"Very well, then," said Sherborn, "I will now kill you," and he did.

In 1838, W. J. Graves of Kentucky, assuming the quarrel of James Watson Webb with Jonathan Cilley, of Maine, selected this place for Cilley's murder, but the parties learning that Webb, with two friends, Jackson and Morrell, were armed and in pursuit, for the purpose of assassinating Cilley, moved toward the river and nearer the city. Their pursuers moved toward the river, but missed the parties, and then returned to the city, to which they were soon followed by Graves and the corpse of Cilley.

In 1845, a lawyer named Jones fought with and killed R. A. Johnson. In 1851, R. A. Hoole and A. J. Dallas had a hostile meeting here. Dallas was shot in the shoulder, but recovered.

In 1852, Daniel and Johnson, two Richmond editors, held a harmless set-to here, which terminated in coffee.

In 1853, Davis and Ridgeway fought here; Ridgeway allowed his antagonist to fire without returning the shot.

PEN PORTRAIT OF THE AUTHORESS OF ADAM BEDE.—Miss Evans, the author of Adam Bede and the Mill on the Floss, is at present visiting Florence.

A correspondent of the Boston Transcript, writing from that place, May 31, thus describes the lady: "She would be called 'ugly' by thoughtless persons, but the more discriminating pronounce her intelligent and interesting in appearance. Miss Evans is a woman of forty, (probably) tall in stature, large in build, of fair complexion, golden hair, fine teeth, light eyes, long nose, and the face is altogether long. In the hardness of jaw and highness of cheek bones she greatly resembles a German. The expression of her face is gentle and amiable, while her manner is particularly timid and retiring. In conversation she is said to stamp herself as a woman of uncommon talents, without assuming the least pretension in accent or gesture. Such outwardly is the authoress of Adam Bede."

A note of Garibaldi's is quoted: "I came to Sicily, where I beat an army without a general; I am now going to Rome to beat a general without an army."

### Modern Young Girls.

There are a great many young ladies who work—who have to work—who spend no time in simpering and coquetry—who wash their gloves, and iron their collars, and knit their stockings, with their own hands. There are some who despise dependence upon their hardworking fathers and mothers, and so learn trades, and work ten or twelve hours a day. They would cheerfully do housework, if the young men would invite them to become wives. But the young men seem to prefer the butter-flics—the brainless do-nothings; and the result is, that the class of girls we refer to—the young ladies of energy and industry, who would really help their husbands to a comfortable wealth—live and die in single blessedness.

We have found very few young men in our lifetime who did not perceive the truth of what we are saying. The have acknowledged that working, industrious girls—the girls who work in shops, or insist upon relieving their mothers of some of the cares and labors of housekeeping, are the girls to be married. But they are not the girls we meet with at balls and parties, and so, while the young man has determined to marry one of them at last, he has sought the butterflies for present amusement. The amusement has had this effect:

A few meetings at the ball-room, a few interviews at the social gatherings, a few evening walks, and the working girl has been forgotten; the real prize is lost. Butterflies carried home, and a servant girl is hired to wait upon her, the bills run up and are not paid, ruin comes, in one shape or another, and then all the young men re-invited to take warning. Their friend's mistake is not seen; but the fact that he got married is taken as accounting for all his miseries.

If he had married a woman, instead of a bundle of wholeness and millinery and ermine, he would have got along well enough. Our belief is that any man who takes care of himself can afford to get married—can afford to have some one to help him.

Yet plain enough it is, that no one but a millionaire can afford to marry one of the tummy looking things we call ladies, which may be seen walking the streets, any pleasant afternoon. The truth, which needs to be preached just now, is that these "ladies" are educated and dressed for the market.

If young men did not overvalue them, we should not see them. They don't know much, it is true; but they do know what to do of a look marriagable fishes like to swallow.

FOREIGNER OF A FRENCH STATESMAN.—On the last day of October, 1775, Lord St. John, the British Ambassador in France, who had just returned to his post, was received at Court. The King of France, whose sympathies were all on the side of the monarchial power, said to him: "Happily the opposition party is not very weak."

From the king, St. John went to Vergennes, who expressed the desire to live in perfect harmony with England. "Far from wishing to increase your embarrassments," said he, "we see them with some uneasiness."

"The consequences," observed St. John, "cannot escape a man of your penetration and extensive views." "Indeed," they are very obvious," responded Vergennes; "they are as obvious as the consequences of the cession of Canada. I was at Constantople when the last peace was made; when I heard its conditions, I told several of my friends there that England would ere long have reason to repent of having removed the only check that could have kept her colonies in awe. My prediction has been but too well verified. I equally see the consequences that must follow the independence of North America, if your colonies should carry that point, at which they now so visibly aim. They might, when they pleased, conquer both your islands and ours, and persuade they would not stop there, but would in process of time advance to the southern continent of America, and either subdue its inhabitants or carry them along with them, and in the end not leave a foot of that hemisphere in the possession of any European power. All these consequences will not indeed be immediate. Neither you nor I shall live to see them; but for being remote they are not less sure."—*Bancroft's History.*

SUMMARY OF WOMEN.—The Boston Courier gives the following spicy summary of Woman, as analyzed by Michelet in his new book:

"A pair of rosy lips is chiefly significant as the natural barrier of a set of bones which are in constant need of the dentist's care; and the husband's kiss must be bestowed with caution, lest perchance some disorder incident to the feeding of very small children may render it unpleasant or painful. A beautiful woman is a bundle of feminine diseases, combined in mysterious complication beneath a fair exterior. Her progress from infancy to maturity is described as a jockey describes the growth of a horse. She is an animal of fine texture, which, though gifted with speech, usually remains silent, unconspicuous, suffering, in the presence of that great, rough, coarse, tyrannical creature, who, uses her to abuse her, and then throws her away like a squeezed orange."

Life's pleasures, if not abused, will be new every morning and fresh every evening.

The companion of an evening, and the companion of life, require very different qualifications.—*Johnson.*

One of our writers, dwelling upon the importance of small things, says that he always takes "note, even of a straw." Especially, perhaps, if there's a sherry collar at one end of it.

THE SIZE OF A MASCULINE NECK.—A young lady having asked a gentleman the size of his neck, he sent the following:

"The size of my neck, that's a remarkable strange, and admits of a very significant range. A neck, a collar, a shawl, a hat, and others enough to make a man fatter. Let this tender reply assure thee, that the size of your arm will go just round my neck."

Rodriguez Masia, a young man of Toledo, Spain, has recently finished copying upon a single sheet of paper, of about the ordinary letter size, in legible characters, and without abbreviations, the whole of "Don Quixote." He employed two years, and nearly lost his eyesight in the useless task.

HUMAN LIFE.—Hope writes the poetry of the boy, but memory that of the man, who looks forward with sighs. Such is the wise providence of God. The cup of life is sweetest at the brim, the flavor is impaired as we drink deeper, and the dregs are made bitter, that we may not struggle when it is taken from our lips.

### A Fortune for \$10. Grand Scheme for July, 1860. GEORGIA STATE LOTTERY. McKINNEY & CO., MANAGERS. Authorized by special Act of the Legislature

### 25,828 Prizes!!

MORE THAN ONE PRIZE TO EVERY TWO TICKETS!!  
CAPITAL PRIZE \$80,000!!  
Tickets Only \$10.

Halves, Quarters and Eighths in Proportion. To be drawn each Saturday in 1860, in the city of Savannah, Georgia.  
Class 79, to be drawn July 7, 1860.  
Class 80, to be drawn July 14, 1860.  
Class 81, to be drawn July 21, 1860.  
Class 82, to be drawn July 28, 1860.

### MAGNIFICENT SCHEME.

|                        |          |
|------------------------|----------|
| 1 Prize of \$50,000 is | \$50,000 |
| 1 " " 20,000 is        | 20,000   |
| 1 " " 10,000 is        | 10,000   |
| 1 " " 5,000 is         | 5,000    |
| 1 " " 4,000 is         | 4,000    |
| 1 " " 3,000 is         | 3,000    |
| 1 " " 2,000 is         | 2,000    |
| 1 " " 1,500 is         | 1,500    |
| 1 " " 1,000 is         | 1,000    |
| 5 " " 500 are          | 5,000    |
| 10 " " 400 are         | 800      |
| 20 " " 300 are         | 600      |
| 20 " " 200 are         | 400      |
| 50 " " 150 are         | 7,500    |
| 100 " " 100 are        | 10,000   |
| 100 " " 95 are         | 9,500    |
| 100 " " 85 are         | 8,500    |

### APPROXIMATION PRIZES.

25,828 Prizes amounting to \$212,140

25,828 Prizes amounting to \$366,040

### WILL BE DRAWN THIS MONTH.

Certificates of Packages will be sold at the following rates, which is the risk:

Certificate of Packages 10 Whole Tickets \$50

" " " 10 Half " 30

" " " 10 Quarter " 15

" " " 10 Eighth " 7.50

### LOOK AT THIS!

### SPLENDID DRAWING.

ON THE THREE NUMBER PLAN!

Which takes place every Wednesday and Saturday in 1860.

|                                      |
|--------------------------------------|
| 1 Capital prize of : : : \$23,000    |
| 1 Prize of : : : 4,500               |
| 1 " " : : : 4,000                    |
| 1 " " : : : 3,000                    |
| 1 " " : : : 2,500                    |
| 10 Prizes of \$700 are : : : 7,000   |
| 40 Prizes of 175 are : : : 7,000     |
| 50 Prizes of 125 are : : : 6,250     |
| 250 Prizes of 80 are : : : 20,000    |
| 64 Prizes of 50 are : : : 3,200      |
| 64 Prizes of 30 are : : : 1,920      |
| 64 Prizes of 20 are : : : 1,280      |
| 5,032 Prizes of 10 are : : : 50,320  |
| 28,224 Prizes of 5 are : : : 141,120 |

34,412 Prizes amounting to \$281,481.20

### WHOLE TICKETS \$5. SHARES IN PROPORTION.

IN ORDERING TICKETS OR CERTIFICATES, Enclose the money to our address for the tickets ordered. An receipt of which they will be forwarded by first mail. Purchasers can have tickets ending in any figure they may designate.

The list of drawn numbers and prizes will be sent to purchasers immediately after the drawing. All communications strictly confidential. Orders for Tickets or Certificates, by Mail or Express, to be directed to

McKINNEY & CO.,  
Savannah, Ga.

July 12 19

### WOOD, EDDY & CO'S

DELAWARE AND VIRGINIA STATE LOTTERIES

—AND—  
GRAND CAPITAL PRIZE

\$70,000!!

Wood, Eddy & Co., Managers.

The Managers' Office are located at Wilmington, Delaware, and St. Louis, Missouri.

The following magnificent schemes will be drawn in public, under the supervision of the sworn Commissioners, appointed by the Governor.

### WOOD, EDDY & CO'S Lottery.

CLASS No. 358.

Draws on Saturday, July 28th 1860.

78 NUMBERS—13 DRAWN BALLOTS.

### GRAND CAPITAL PRIZE OF \$70,000!!

|                        |                       |
|------------------------|-----------------------|
| 1 Prize of \$50,000 is | 100 Prizes of \$1,000 |
| 1 " " 18,750 is        | 60 " "                |
| 1 " " 10,000 is        | 125 " "               |
| 1 " " 6,000 is         | 65 " "                |
| 1 " " 4,000 is         | 80 " "                |
| 1 " " 3,000 is         | 65 " "                |
| 1 " " 2,000 is         | 80 " "                |
| 1 " " 1,500 is         | 40 " "                |
| 1 " " 1,000 is         | 40 " "                |

32,896 Prizes amounting to \$1,171,590

Whole Tickets \$20; Halves \$10; Quarters \$5; Eighths \$2.50

### NEARLY 1 PRIZE TO EVERY 2 TICKETS.

Certificates of packages will be sold at the following rates, which is the risk: Certificate of package of 20 whole tickets \$200 00

" " " 20 half " 140 00

" " " 20 quarter " 70 00

" " " 20 eighth " 35 00

### SPLENDID SCHEME!

EACH WEDNESDAY IN JULY.

Class 328 draws on Wednesday, July 11, 1860.

Class 340 draws on Wednesday, July 18, 1860.

Class 352 draws on Wednesday, July 25, 1860.

### NEARLY ONE PRIZE TO EVERY TWO TICKETS!

78 NUMBERS—13 DRAWN BALLOTS.

### 1 Capital Prize of \$37,500.

|                        |            |     |
|------------------------|------------|-----|
| 1 Prize of \$18,750 is | 217 " "    | 250 |
| 1 " " 10,000 is        | 65 " "     | 80  |
| 1 " " 6,000 is         | 65 " "     | 80  |
| 1 " " 4,000 is         | 65 " "     | 80  |
| 1 " " 3,000 is         | 65 " "     | 80  |
| 1 " " 2,000 is         | 65 " "     | 80  |
| 1 " " 1,000 is         | 130 " "    | 30  |
| 1 " " 600 is           | 4,745 " "  | 20  |
| 1 " " 500 is           | 27,490 " " | 10  |

32,896 Prizes Amounting to \$589,28

Whole Tickets \$10—Halves \$5—Quarters \$2.50.

Certificates of packages in the above drawing will be sold at the following rates, which is the risk: Certificate of packages of 6 whole tickets 149.50

" " " 20 half " 47.75

" " " 20 quarter " 23.87

" " " 20 eighth " 11.94

Enclose the amount of money to our address for what you wish to purchase; name the Lottery in which you wish it invested, and whether you wish Halves, Quarters or Eighths, on receipt of which we send what is ordered, by first mail, together with the scheme.

Immediately after the drawing, a printed drawing, certified to by the Commissioners, will be sent, with an explanation.

Purchasers will please write their signatures plain, and give their Post Office, County and State.

All communications strictly confidential.

All prizes of \$1,000 and under paid immediately after the drawing—other prizes at the usual time of 30 days.

Our Single Number Lotteries, Capital Prize \$50,000, draw every Saturday.

Whole tickets \$10—Halves \$5—Quarters \$2.50.

Orders for Tickets or Certificates to be addressed to

WOOD, EDDY & CO., Wilmington, Del.

or, WOOD, EDDY & CO., St. Louis, Missouri

The drawings of Wood, Eddy & Co. Lotteries are published in the New York Herald, New York Times and New York Staats Zeitung

June 28 17

### Scrofula, or King's Evil,

is a constitutional disease, a corruption of the blood, by which this fluid becomes vitiated, weak, and poor. Being in the circulation, it pervades the whole body, and may burst out in disease on any part of it. No organ is free from its attacks, nor is there one which it may not destroy. The scrofulous taint is variously caused by mercurial disease, low living, disordered or unhealthy food, impure air, fifth and filth habits, the depressing vices, and above all, by the venereal infection. Whatever its origin, it is hereditary in the constitution, descending from parents to children, and to the third and fourth generation; it is indeed, it seems to be the rod of Him who says, "I will visit the iniquities of the fathers upon their children."

Its effects commence by deposition from the blood of corrupt or ulcerous matter, which, in the lungs, liver, and internal organs, is termed tubercles; in the glands, swellings; and on the surface, eruptions or sores. This foul corruption, which renders the blood, depresses the energies of life, so that scrofulous constitutions not only suffer from scrofulous complaints, but they have far less power to withstand the attacks of other diseases, a consequence which many perish by disorders which, although not scrofulous in their nature, are still rendered fatal by this taint in the system. Most of the consumption which devastates the human family has its origin directly in this scrofulous contamination; and many destructive diseases of the liver, kidneys, brain, and, indeed, of all the organs, arise from or are aggravated by the same cause.

One-quarter of all our people are scrofulous; their persons are invaded by this lurking infection, and their health is undermined by it. To cleanse it from the system we must reinvigorate the blood by alterative medicine, and invigorate it by healthy food and exercise. Such a medicine we supply in

### AYER'S

### Compound Extract of Sarsaparilla,

the most effectual remedy which the medical skill of our times can devise for this every-where prevailing and fatal malady. It is compounded from the most active remedies that have been discovered for the expurgation of this foul disorder from the blood, and the rescue of the system from its destructive consequences. Hence, it should be employed for the cure of not only Scrofula, but also those other affections which arise from it, such as ERECTILE, RHEUMATISM, SKIN DISEASES, ST. ANTHONY'S FIRE, ROSE, OF ERYTHELIAS, PIMPLES, P